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IN REPLY REFER TO

AGAM-P (M) (8 May 67) FOR OT 670152

10 May 1967

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SUBJECT: Operational Report - Lessons Learned, HQ, 765th Transportation Battalion (AM&S)

TO: SEE DISTRIBUTION

1. Forwarded as inclosure is Operational Report - Lessons Learned, Headquarters, 765th Transportation Battalion (AM&S) for quarterly period ending 31 January 1967. Information contained in this report should be reviewed and evaluated by CDC in accordance with paragraph 6f of AR 1-19 and by CONARC in accordance with paragraph 6c and d of AR 1-19. Evaluations and corrective actions should be reported to ACSFOR OT within 90 days of receipt of covering letter.

2. Information contained in this report is provided to the Commandants of the Service Schools to insure appropriate benefits in the future from lessons learned during current operations, and may be adapted for use in developing training material.

BY ORDER OF THE SECRETARY OF THE ARMY:

Kenneth G. Wickham
KENNETH G. WICKHAM
Major General, USA
The Adjutant General

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HEADQUARTERS
765TH TRANSPORTATION BATTALION (AM&S)
"NUI TEN THANG"
APO 96291

AVAW-H

14 FEBRUARY 1967

SUBJECT: OPERATIONAL REPORT FOR QUARTERLY PERIOD ENDING 31
JANUARY 1967

TO: COMMANDING OFFICER
34TH GENERAL SUPPORT GROUP (AM&S)
ATTN: AVGF-B
APO 96307

IN ACCORDANCE WITH UNITED STATES ARMY, VIETNAM REG-
ULATION 870-2, DATED 19 JULY 1966, THE FOLLOWING REPORT IS
SUBMITTED IN TWO SECTIONS:

SECTION I

SIGNIFICANT ORGANIZATIONAL ACTIVITIES

1. MISSION: TO PROVIDE COMMAND, CONTROL, STAFF PLANNING
AND ADMINISTRATIVE SUPERVISION OF ASSIGNED OR ATTACHED TRANS-
PORTATION AIRCRAFT DIRECT SUPPORT COMPANIES, TRANSPORTATION
TRANSPORT AIRCRAFT SUPPORT COMPANIES, OR TRANSPORTATION AIRCRAFT
GENERAL SUPPORT COMPANIES, AIRCRAFT MAINTENANCE TEAMS AND A
GENERAL SUPPORT AVIATION ELECTRONIC COMPANY.

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2. ORGANIZATION: THE 765TH TRANSPORTATION BATTALION (AM&S) HEADQUARTERS AND HEADQUARTERS DETACHMENT IS ORGANIZED UNDER TOE 55-4560, DATED 20 APRIL 1966, AS CHANGED, AND GENERAL ORDER NUMBER 264, HEADQUARTERS, UNITED STATES ARMY, PACIFIC, DATED 20 AUGUST 1965. THE HEADQUARTERS AND HEADQUARTERS DETACHMENT IS LOCATED AT VUNG TAU, VIETNAM. SUBORDINATE UNITS COMPRISING THE BATTALION ARE THE 56TH TRANSPORTATION COMPANY (ADS), LOCATED AT SAIGON, VIETNAM; THE 398TH TRANSPORTATION DETACHMENT (CHFM), LOCATED AT LONG BINH, VIETNAM; THE 605TH TRANSPORTATION COMPANY (ADS), LOCATED AT PHU LOI, VIETNAM; AND THE 330TH TRANSPORTATION COMPANY (GS), 611TH TRANSPORTATION COMPANY (ADS) (-), AND THE AVIATION ELECTRONIC SUPPORT COMPANY (SOUTH) (PROVISIONAL), LOCATED AT VUNG TAU, VIETNAM. A DS PLATOON FROM THE 611TH TRANSPORTATION COMPANY (ADS) IS LOCATED AT VINH LONG, VIETNAM.

3. AIRCRAFT MAINTENANCE SUPPORT:

A. DIRECT SUPPORT. THE DIRECT SUPPORT MISSION OF THIS BATTALION IN THE REPUBLIC OF VIETNAM IS TO PROVIDE DIRECT SUPPORT AND BACK-UP DIRECT SUPPORT IN THE AREAS OF AIRFRAME, ENGINES, AIRCRAFT SYSTEMS, AIRCRAFT ARMAMENT, INCLUDING THE WEAPONS, AND ALL AVIONICS NAVIGATIONAL AND COMMUNICATIONS EQUIPMENT FOR 1200 AIRCRAFT LOCATED IN THE REPUBLIC OF VIETNAM III AND IV CORPS AREAS. DURING THIS REPORTING PERIOD, THE DIRECT SUPPORT UNITS ASSIGNED TO THIS HEADQUARTERS PROCESSED 9,672 AIRCRAFT, AIRCRAFT ARMAMENT AND AVIONICS WORK ORDERS THROUGH THEIR MAINTENANCE FACILITIES, REPRESENTING AN EXPENDITURE OF 191,938 MAN-HOURS. OF THE 9,672 WORK ORDERS COMPLETED, 1805 WERE FOR THE REPAIR OF AIRCRAFT AND AIRCRAFT COMPONENTS, 6,895 PERTAINED TO THE REPAIR OF AIRCRAFT COMMUNICATIONS AND NAVIGATIONAL SYSTEMS AND 972 WERE PERFORMED ON AIRCRAFT ARMAMENT SYSTEMS.

B. GENERAL SUPPORT. THE GENERAL SUPPORT MISSION OF THIS BATTALION IN THE RVN III AND IV CORPS AREAS IS PERFORMED BY 330TH TRANSPORTATION COMPANY (GS) PROVIDING GENERAL SUPPORT LEVEL MAINTENANCE FOR AIRFRAMES, ENGINES, AIRCRAFT SYSTEMS AND AIRCRAFT ARMAMENT SYSTEMS, TO INCLUDE THE WEAPONS, AND BY THE AVIATION ELECTRONIC SUPPORT COMPANY (SOUTH) (PROVISIONAL) WHICH PROVIDES GENERAL, AS WELL AS, BACK-UP DIRECT SUPPORT, WHEN REQUIRED, FOR ALL AVIONICS NAVIGATIONAL AND COMMUNICATIONS SYSTEMS. IN THIS GENERAL SUPPORT ROLE, AT AN EXPENDITURE OF 76,400 MAN-HOURS, 94 AIRCRAFT AND 837 AIRCRAFT COMPONENTS WERE REPAIRED AND RETURNED TO SERVICE. AIRCRAFT, WHICH HAD INCURRED MAJOR DAMAGE, THAT WERE INSPECTED AND EVALUATED FOR DISPOSITION TOTALLED 54. THE 330TH TRANSPORTATION COMPANY (GS), UNLOADING AIRCRAFT CARRIERS IN VUNG TAU, VIETNAM, EXPENDED AN ADDITIONAL 16,830 MAN-HOURS PROCESSING 414 AIRCRAFT ARRIVING IN-COUNTRY

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DURING THIS REPORTING PERIOD: THE AVIATION ELECTRONIC SUPPORT COMPANY (SOUTH) (PROVISIONAL), PROCESSED 17,263 WORK ORDERS PERFORMING GENERAL SUPPORT MAINTENANCE ON AIRCRAFT AVIONICS SYSTEMS EXPENDING 52,719 MAN-HOURS. A TOTAL OF 1906 AVIONICS ITEMS WERE EVACUATED FOR REPAIR WITH 1420 ITEMS SHIPPED TO SACRAMENTO ARMY DEPOT AND 486 ITEMS SHIPPED TO THE FLOATING AIRCRAFT MAINTENANCE FACILITY (CORPUS CHRISTI BAY).

4. AIRCRAFT RECOVERIES:

A. THE DIRECT SUPPORT COMPANIES WITHIN THIS BATTALION, THE 56TH TRANSPORTATION COMPANY (ADS), 605TH TRANSPORTATION COMPANY (ADS) AND THE 611TH TRANSPORTATION COMPANY (ADS) CONTINUED TO PREPARE (RIG) AIRCRAFT FOR FIELD EXTRACTION (AIRLIFT FROM AREAS WHICH HAVE TEMPORARILY BEEN SECURED BY GROUND FORCES AND/OR ARMED HELICOPTERS, DELIVERING GROUND SUPPRESSIVE FIRES) AND MAINTENANCE EVACUATION (AIRLIFT OF AIRCRAFT FROM A MAINTENANCE FACILITY TO A HIGHER ECHELON MAINTENANCE FACILITY OR TO AN AERIAL PORT FOR SHIPMENT TO CONUS) IN THE RVN III AND IV CORPS AREAS. DURING THIS REPORTING PERIOD 210 AIRCRAFT WERE PREPARED FOR AIRLIFT BY UNITS OF THIS BATTALION. OF THESE 210 AIRCRAFT, 114 WERE AIRLIFTED BY CH-47 AIRCRAFT OPERATED BY THE 330TH TRANSPORTATION COMPANY (GS). MOST SIGNIFICANT OF THE ABOVE LIFTS WAS THE EXTRACTION OF ONE CRASH DAMAGED CV-2 WHICH WAS DISASSEMBLED IN AND EXTRACTED FROM A TEMPORARILY SECURED FIELD SITE AND THE EXTRACTION OF ONE CH-47 WHICH WAS EVACUATED FROM A TEMPORARILY SECURED FIELD SITE OVER A PERIOD OF THREE DAYS.

B. THE RECOVERY CAPABILITY OF THIS BATTALION WAS EXPANDED DURING THIS REPORTING PERIOD BY THE ACTIVATION OF A RECOVERY SECTION IN THE 605TH TRANSPORTATION COMPANY (ADS), LOCATED AT PHU LOI, VIETNAM. AFTER EXTENSIVE TRAINING CONDUCTED WITH THE OPERATING RECOVERY ELEMENTS OF THE BATTALION, THE 605TH TRANSPORTATION COMPANY (ADS) WAS FULLY OPERATIONAL ON 1 JANUARY 1967. DURING THE PERIOD 1 JANUARY 1967 TO 31 JANUARY 1967, THIS UNIT SUCCESSFULLY PREPARED 20 AIRCRAFT FOR AIRLIFT.

C. A MEDIUM LIFT EXTRACTION/EVACUATION CAPABILITY UTILIZING CH-47 AIRCRAFT WAS DEVELOPED THIS PERIOD AND BECAME OPERATIONAL ON 20 NOVEMBER 1966. DEVELOPMENT OF THIS CAPABILITY INVOLVED AN INTENSE TRAINING PROGRAM FOR PILOTS AND ENLISTED CREWS, STANDARDIZATION OF PROCEDURES, TECHNIQUES AND COMMUNICATIONS AND THE ESTABLISHMENT OF STANDARD MISSION REQUESTING PROCEDURES. THIS HEADQUARTERS HAS ESTABLISHED WITHIN THE FRAMEWORK OF ITS PLANS AND OPERATIONS SECTION, A RECOVERY ELEMENT WHICH ACTS AS THE COORDINATING ACTIVITY FOR

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RECOVERIES UTILIZING THE CH-47 AIRLIFT CAPABILITY. THIS HEAD-QUARTERS ACTIVITY MATCHES INCOMING REQUIREMENTS AND AIRLIFT CAPABILITY, ESTABLISHES THE MISSION, BRIEFS THE PILOTS, PROVIDING MAPS AND COORDINATION DATA, AND FOLLOWS THE MISSION THROUGH TO COMPLETION.

5. ARMAMENT:

A. THE 330TH TRANSPORTATION COMPANY (GS) PROVIDES GENERAL SUPPORT FOR APPROXIMATELY 260 M-16/6 GUN SYSTEMS, REPRESENTING 1040 M-60 TYPE MACHINE GUNS, ALONG WITH APPROXIMATELY 1428 M-60 MACHINE GUNS IN THE M-23 AND OTHER DOOR GUN INSTALLATIONS. THEY ALSO PROVIDE DIRECT SUPPORT FOR SOME 160 M-3 ROCKET SYSTEMS AND 110 M-5 40 MM GRENADE LAUNCHER SYSTEMS.

B. DURING THE MONTHS OF NOVEMBER, DECEMBER AND JANUARY, THE GENERAL SUPPORT ARMAMENT FACILITIES COMPLETED 880 WORK ORDERS. INCLUDED IN THESE WORK ORDERS WAS THE INSTALLATION OF 37 XM-21 GUN SYSTEMS, 2 M-5 SYSTEMS AND 1 XM-3 SYSTEM. THE INSTALLATION OF THE XM-21 GUN SYSTEMS DISCLOSED A SMALL PROBLEM IN THAT THE GUNS WERE NOT ISSUED WITH COVERS TO PROTECT THEM FROM THE WEATHER, SAND AND FOREIGN PARTICLES WHICH COULD DAMAGE AN EXPOSED SYSTEM. THE DIFFICULTY WAS RESOLVED BY DESIGNING AND MANUFACTURING COVERS FOR THE SYSTEM. THE 330TH TRANSPORTATION COMPANY (GS) ARMAMENT FACILITY PRODUCED THE COVERS AND ISSUED THEM WITH EACH SYSTEM.

6. TECHNICAL SUPPLY:

A. THE BATTALION TECHNICAL SUPPLY SECTION HELD ITS FIRST TECHNICAL SUPPLY CONFERENCE ON 20 JANUARY 1967. THE CONFERENCE WAS ATTENDED BY REPRESENTATIVES OF THE BATTALION'S UNITS AND SUPPORTED UNITS. IT SERVED AS AN EXCELLENT VEHICLE FOR THE INTERCHANGE OF IDEAS AND THE IDENTIFICATION OF PROBLEM AREAS.

B. THE FOLLOWING STATISTICAL BREAKOUT, WHICH INCLUDES AIRCRAFT AND ARMAMENT ITEMS STOCKED AT BATTALION DSU's, REPRESENTS THE DIRECT SUPPORT TECHNICAL SUPPLY ACTIVITIES DURING THE PAST QUARTER:

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	<u>NOVEMBER</u>	<u>DECEMBER</u>	<u>JANUARY</u>
ASL LINES	23,598	22,852	23,531
NUMBER AT ZERO BALANCE	10,268	9,224	8,816
PERCENT ZERO BALANCE	44%	40%	37%
REQUESTS RECEIVED	25,552	22,450	20,020
DEMAND ACCOMMODATION	80%	81%	78%
DEMAND SATISFACTION	56%	58%	60%

C. AVIONICS ASL LINES TOTALED 13,704 DURING THE QUARTER WITH 27% AT ZERO BALANCE. DEMAND ACCOMMODATION WAS 75% AND DEMAND SATISFACTION WAS 65%.

7. REPARABLES:

A. ON 1 JANUARY 1967, THE THEATER AIRCRAFT REPARABLE PROGRAM WAS IMPLEMENTED WITHIN THIS BATTALION. DURING THE FIRST MONTH OF OPERATION 166 REPARABLE COMPONENTS WERE RECEIVED WITH 126 BEING REPAIRED AND RETURNED TO SERVICE THROUGH THE BATTALION'S DSU'S. MOST SIGNIFICANT OF THE MAJOR ITEMS REPAIRED AND RETURNED TO SERVICE WERE MAIN ROTOR HUBS, STABILIZER BARS, TAIL ROTOR HUBS, PROPELLERS AND GENERATORS.

B. THE PROGRAM HAS PROVEN SUCCESSFUL IN SPITE OF A LOW AVAILABILITY OF REPAIR KITS. SUPPLIES OF THESE CRITICAL ITEM REPAIR KITS ARE EXPECTED TO INCREASE DURING THE NEXT QUARTER. ADVANTAGES INHERENT IN THE PROGRAM ARE A MORE RAPID RETURN OF REPARABLES TO THE USER THROUGH THE EXISTING SUPPLY SYSTEM AND A DECREASE IN TRANSPORTATION AND CONTRACT MAINTENANCE COSTS.

8. COMMUNICATIONS:

A. THE WIDE DISPERSION OF THE UNITS SUBORDINATE TO THIS COMMAND THROUGHOUT THE RVN III AND IV CORPS / AS POSES A COMMAND AND CONTROL PROBLEM UNLESS RELIABLE COMMUNICATIONS BETWEEN THIS HEADQUARTERS AND ITS SUBORDINATE ELEMENTS IS ESTABLISHED. DURING THIS REPORTING PERIOD AM/SSB RADIO EQUIPMENT WAS INSTALLED IN THE HEADQUARTERS COMMUNICATIONS CENTER, AT VUNG TAU, VIETNAM, AND IN EACH OF THE UNITS SUBORDINATE TO THIS HEADQUARTERS. A PHONE-PATCH CAPABILITY AT THIS HEADQUARTERS, INTEGRATED INTO THIS COMMAND AND CONTROL RADIO NET PERMITS DIRECT COMMUNICATIONS BETWEEN UNIT COMMANDERS AND HEADQUARTERS STAFF SECTIONS. THE INSTALLATION OF RADIO-TELETYPE EQUIPMENT IN THE

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BATTALION COMMUNICATIONS CENTER, ACCOMPLISHED DURING THIS QUARTER, HAS GIVEN THIS HEADQUARTERS RADIO-TELETYPE COMMUNICATIONS TO THE 34TH GENERAL SUPPORT GROUP (AMSS) AUGMENTING THE ALREADY EXISTING VOICE RADIO. WITH THIS IMPROVEMENT VOLUMINOUS MAINTENANCE AND SUPPLY DATA CAN NOW BE PASSED EXPEDITIOUSLY.

B. TO SOPHISTICATE COMMUNICATIONS RELATING TO RECOVERY OPERATIONS AN AIR TO GROUND UHF RADIO STATION, LOCATED AT THIS HEADQUARTERS, WAS PUT IN OPERATION. UTILIZATION OF THIS FACILITY PERMITS AIRBORNE AIRCRAFT TO GIVE POSITION REPORTS, FUEL STATUS, AND MISSION PROGRESS REPORTS ENABLING THE PLANS AND OPERATIONS SECTION TO PLAN AND CONTROL RECOVERY RESOURCES. OTHER UHF AIR TO GROUND STATIONS ARE OPERATIONAL IN THE 605TH TRANSPORTATION COMPANY (ADS) AT PHU LOI AND THE 56TH TRANSPORTATION COMPANY (ADS) AT SAIGON.

9. AAMTAP SCHOOL:

A. DURING THE PERIOD OF THIS REPORT 364 STUDENTS ATTENDED AND 546 GRADUATED FROM THE AAMTAP SCHOOL OPERATED BY THIS HEADQUARTERS. A STATISTICAL ANALYSIS OF THE AAMTAP SCHOOL'S OUTPUT IS GIVEN BELOW:

	<u>NO OF COURSES</u> <u>DURING QUARTER</u>	<u>TOTAL</u> <u>STUDENTS</u>	<u>TOTAL</u> <u>STUDENTS</u> <u>FAILING</u>	<u>NO HOURS OF</u> <u>INSTRUCTIONS</u> <u>PER COURSE</u>
UH-1B	1	20	0	70
UH-1D	7	135	2	70
UH-1C	7	140	7	70
T-53 ENGINE	6	74	1	70
T-55 ENGINE	6	60	7	70
CH-47 CUR I	3	35	1	160
CH-47 CUR II	3	42	0	80
XI-27 ARMANENT	5	58	0	40

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B. IN DECEMBER TWO DAC AVCOM INSTRUCTOR TEAMS ARRIVED IN-COUNTRY TO BEGIN INSTRUCTION IN THE UH-1B, UH-1C AND UH-1D AIRFRAME COURSES, REPLACING THE BELL HELICOPTER AAMTAP TEAMS. THE ACTUAL CHANGEOVER OCCURRED ON 27 DECEMBER 1966. IN JANUARY 1967, A SECOND T-53 ENGINE COURSE WAS INITIATED. INSTRUCTION OF THE COURSE IS BEING CONDUCTED BY A THIRD DAC AVCOM TEAM WHICH ARRIVED IN-COUNTRY ON 17 DECEMBER 1966.

C. ON 3 FEBRUARY 1967, ONE CH-47 AIRFRAME COURSE WAS CANCELLED. THE BOEING-VERTOL INSTRUCTOR TEAM, WHICH FORMERLY TAUGHT THE COURSE, IS PREPARING TO CONDUCT ON-SITE AAMTAP INSTRUCTION ON THE CH-47 AIRCRAFT AT SELECTED SITES THROUGHOUT SOUTH VIETNAM. THIS ROVING TEAM WILL FUNCTION WITHIN THE FRAMEWORK OF AAMTAP CONCEPTS BUT WILL NOT BE RESTRICTED TO A FIXED CURRICULUM. THE CURRICULUM TO BE TAUGHT AT EACH FIELD SITE WILL BE BASED UPON EXPERIENCE FACTORS DEVELOPED BY CH-47 MAINTENANCE PERSONNEL OPERATING IN-COUNTRY AND THE NEEDS OF THE OPERATING MAINTENANCE UNITS.

D. AN EXPANSION OF THE AAMTAP SCHOOL CURRICULUM TO INCLUDE THREE LOH CLASSES AND ONE AVCOM SUPPLY CLASS IS FORECAST FOR THE NEXT QUARTER. THE LOH CURRICULUM WILL CONSIST OF ONE LOH AIRFRAME CLASS, ONE T-63 ENGINE CLASS AND ONE XM-27 CLASS, WITH A STUDENT INPUT OF 10 PER CLASS. CLASSES ARE SCHEDULED TO BEGIN ON 27 FEBRUARY 1967. A TEN DAY AVCOM SUPPLY COURSE, WITH FIFTEEN STUDENTS PER CLASS, IS SCHEDULED TO BEGIN ON 17 APRIL 1967.

E. THE AAMTAP SCHOOL "SELF-HELP" BUILDING PROGRAM CONTINUED TO PROGRESS THROUGHOUT THE QUARTER. PROGRAM PROJECTS COMPLETED AS OF THE CLOSE OF THE PERIOD ARE THREE SINGLE STORY STUDENT BILLETS AND ONE DOUBLE STORY STUDENT BILLET, WHICH IS COMPLETE WITH THE EXCEPTION OF ELECTRICAL WIRING AND FIXTURES. CONSTRUCTION OF THE SECOND TWO STORY BILLET HAS BEGUN WITH COMPLETION EXPECTED IN LATE FEBRUARY.

10. UNIT MOVEMENT:

A. THE 398TH TRANSPORTATION DETACHMENT (CHFM) COMPLETED A MOVE FROM SAIGON, VIETNAM TO LONG BINH, VIETNAM IN NOVEMBER 1966. THIS MOVEMENT TO LONG BINH COLLOCATED THE 398TH TRANSPORTATION DETACHMENT (CHFM) WITH THE MAJORITY OF THE AVIATION ELEMENTS SUPPORTED BY THEM, I.E., HEADQUARTERS,

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FIELD FORCES II, VIETNAM, HEADQUARTERS, 12TH COMBAT AVIATION GROUP, AND VARIOUS MEDICAL EVACUATION DETACHMENTS (DUSTOFF). FUTURE MAINTENANCE SUPPORT PLANS, SCHEDULED FOR IMPLEMENTATION IN THE NEXT QUARTER, ENVISION MOVEMENT OF THE 398TH TRANSPORTATION DETACHMENT (CHFM) TO XUAN LOC AND ATTACHMENT TO THE 11TH ARMORED CAVALRY REGIMENT. ATTACHMENT OF THE 398TH TRANSPORTATION DETACHMENT (CHFM) TO THE 11TH ARMORED CAVALRY REGIMENT WILL REMOVE THE UNIT FROM THIS BATTALION'S MAINTENANCE RESOURCES AND NECESSITATE A REALIGNMENT OF BATTALION SUPPORT PLANS TO ENCOMPASS SUPPORT OF THE UNITS LOCATED AT LONG BINH.

B. ON 31 JANUARY 1967, THE 56TH TRANSPORTATION COMPANY (ADS) COMPLETED A MOVE FROM THE CANTONMENT AREA OF TAN SON NHUT TO A BILLETING AREA SITUATED IN THE WESTERN PORTION OF WHAT WAS FORMERLY CAMP ALPHA. THE MOVE, WHICH WAS BEGUN ON 13 DECEMBER 1966, WAS NECESSARY TO VACATE THE AREA FORMERLY OCCUPIED BY THE UNIT ALLOWING FOR FUTURE CONSTRUCTION REQUIREMENTS AT TAN SON NHUT. BECAUSE OF THE MOVEMENT TO THE SAIGON HELIPORT AREA, THE 56TH TRANSPORTATION COMPANY (ADS) HAS INITIATED AN EXTENSIVE, "SELF-HELP" AREA IMPROVEMENT PROGRAM. THE FIRST PROGRAMMED IMPROVEMENT, THE RENOVATION OF THE UNIT MESS, WAS COMPLETED ON 1 FEBRUARY 1967. PROPOSED PROJECTS ARE EXPECTED TO CONTINUE THROUGH THE NEXT QUARTER.

SECTION II

COMMANDERS OBSERVATIONS AND RECOMMENDATIONS

PART I

OBSERVATIONS (LESSONS LEARNED)

AIRCRAFT RECOVERY

ITEM: RECOVERY EQUIPMENT ONBOARD THE CH-47 EXTRACTION/EVACUATION AIRCRAFT.

DISCUSSION: EXTRACTION OF DOWNED AIRCRAFT FROM FIELD SITES PRESENTS A MULTITUDE OF FACTORS WHICH MUST BE CONSIDERED BY THE CREWS OF THE EVACUATING CH-47, BOTH WHEN ON-SITE AND WHEN IN THE PRE-PLANNING STAGES. AN EXAMPLE OF THIS IS THE EXTRACTION OF AIRCRAFT WHICH HAVE GONE DOWN AMONG HIGH TREES. AN EXTRACTION UNDER THESE CIRCUMSTANCES OFTEN REQUIRES A SLING 100 FEET IN LENGTH. UNLESS A MINIMUM OF 100 FEET OF SLING IS IMMEDIATELY AVAILABLE ON BOARD THE EXTRACTING CH-47 AIRCRAFT, VALUABLE TIME, AND POSSIBLY LIVES, WILL BE LOST.

OBSERVATION: CH-47 AIRCRAFT PARTICIPATING IN RECOVERY OPERATION SHOULD ROUTINELY BE EQUIPPED WITH AT LEAST 100 FEET OF SLING.

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ITEM: RECOVERY OPERATIONS IN SANDY AND DUSTY AREAS

DISCUSSION: THE DOWNWASH OF A CH-47 AIRCRAFT HOVERING OVER AN AIRCRAFT FOR HOOK-UP IN SANDY OR DUSTY AREAS CAUSES AN EXTREMELY HAZARDOUS CONDITION FOR BOTH THE GROUND CREW AND THE CREW OF THE CH-47. THE CREATION OF DENSE DUST CLOUDS BY THE DOWNWASH OBSCURES THE VISION OF THE PILOTS, AS WELL AS, THAT OF THE CREW CHIEF GIVING MANEUVER INSTRUCTIONS TO THE PILOT. CONSIDERATION SHOULD BE GIVEN TO MOVING THE AIRCRAFT TO A MORE SUITABLE AREA FOR PICK-UP, I.E., AN ADJACENT HAIRDSTAND OR ACTIVE RUNWAY. THIS IS PARTICULARLY APPLICABLE WHEN PICK-UPS ARE MADE FROM AIRFIELDS OR MILITARY INSTALLATIONS. RECOGNIZING THAT THE AVAILABILITY OF GROUND HANDLING EQUIPMENT IS A CONSIDERATION, GROUND CREWS AWARE OF THIS CONDITION COULD IN MANY CASES ALLEVIATE THE PROBLEM AND KEEP THESE OCCURRENCES TO A MINIMUM.

OBSERVATION: GROUND CREWS PREPARING AIRCRAFT FOR AILIFT BY CH-47 SHOULD BE MADE AWARE OF THE HAZARDS OF PICK-UP IN SANDY AND DUSTY AREAS AND, WHEN TACTICAL SITUATION PERMITS AND A SUITABLE AREA AND GROUND HANDLING EQUIPMENT ARE AVAILABLE, MOVE AIRCRAFT TO A LESS HAZARDOUS AREA PRIOR TO PICK-UP.

ITEM: COMMUNICATIONS DURING RECOVERY OPERATIONS

DISCUSSION: THE SITUATION WHICH RAPIDLY DEVELOPS AROUND AN AIRCRAFT DOWNED IN HOSTILE TERRITORY BECOMES ONE OF UTMOST URGENCY AND THE SUCCESSFUL RECOVERY OF EQUIPMENT AND THE EVACUATION OF PERSONNEL IS DEPENDENT UPON RELIABLE, CONTROLLED COMMUNICATIONS. THE UTILIZATION OF AVAILABLE FREQUENCIES BY GROUND DEFENSE FORCES, ARMED HELICOPTERS, ARTILLERY AND MORTAR FIRE DIRECTION CENTERS AND MEDICAL EVACUATION TEAMS CAN, AT THE CRUCIAL MOMENT OF EXTRACTION, BE DETRIMENTAL TO RECOVERY OPERATIONS. CONVERSELY, RADIO INTERFERENCE OR TRANSMISSION INTERRUPTION BY RECOVERY AIRCRAFT CAN HAMPER THE MISSION ACCOMPLISHMENT OF OTHER UNITS. EXPERIENCE HAS SHOWN THAT STANDARDIZED COMMUNICATIONS PROCEDURES BETWEEN THE RECOVERY GROUND CREW AND THE EXTRACTING CH-47 ARE ESSENTIAL. THESE PROCEDURES SHOULD PROVIDE FOR AIR TO AIR AND AIR TO GROUND COMMUNICATIONS, AND SHOULD MAKE PROVISIONS FOR THE USE OF PRIMARY AND ALTERNATE FREQUENCIES.

OBSERVATION: UNITS INVOLVED IN AIRCRAFT RECOVERY OPERATIONS SHOULD FORMULATE AND USE STANDARD COMMUNICATIONS PROCEDURES.

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ITEM: MALFUNCTION OF THE XM-21 GUN SYSTEM WHILE IN FLIGHT.

DISCUSSION: ON SEVERAL OCCASIONS DURING FLIGHT, AFTER THE XM-21 GUN SYSTEM IS ENERGIZED, WARMED UP AND THE SWITCH IS POSITIONED FROM SAFE TO ARMED, BOTH PYLONS IMMEDIATELY DEFLECT TO THE FULL INBOARD OR FULL DOWN POSITION AND AUTOMATICALLY SHUT OFF. WHEN THIS OCCURS, THEY CANNOT BE MOVED IN FLIGHT. THIS CONDITION APPEARS TO BE CAUSED BY A LACK OF "FEEDBACK" TO THE STOW POTENTIOMETERS DUE TO A BROKEN CIRCUIT IN THE SHIP'S WIRING OR TO A FAULTY GROUND. THE CONCLUSION THAT THE MALFUNCTION WAS DUE TO A DEFECTIVE WIRING SYSTEM WAS ARRIVED AT AFTER INTERCHANGING VARIOUS COMPONENTS OF DEFECTIVE SYSTEMS, I.E., THE SIGHTING STATION, INTERVALOMETER, CONTROL BOX AND PYLONS, INTO OPERATIONAL SYSTEMS. IN ALL CASES THE OPERATIONAL SYSTEMS WERE NOT AFFECTED BY THE SUSPECTED COMPONENTS AND REMAINED OPERATIONAL.

OBSERVATION: THE MALFUNCTION DESCRIBED ABOVE IS FREQUENTLY CAUSED BY FAULTY WIRING IN THE AIRCRAFT RATHER THAN BY COMPONENT FAILURE.

DECONTAMINATION EQUIPMENT

ITEM: DECONTAMINATION EQUIPMENT

DISCUSSION: US AIR FORCE AND US DEPARTMENT OF AGRICULTURE REGULATIONS REQUIRE THAT AIRCRAFT ENTERING CONUS FOR REPAIR OR MODERNIZATION BE FREE FROM MUD AND DIRT WHICH MAY HARBOR DISEASE-BEARING PARASITES AND SNAILS. EQUIPMENT AUTHORIZED AIRCRAFT MAINTENANCE COMPANIES DOES NOT PROVIDE FOR A STEAM CLEANER OR OTHER SIMILAR CLEANING APPARATUS, NECESSITATING THE DIVERSION OF PRODUCTIVE MAINTENANCE MAN-HOURS TO CLEAN AIRCRAFT BY THE USE OF TIME CONSUMING MANUAL METHODS.

OBSERVATION: UNITS RESPONSIBLE FOR THE PREPARATION OF AIRCRAFT FOR RETROGRADE MOVEMENT TO CONUS SHOULD BE AUTHORIZED, BY TOE OR THEATER EQUIPMENT AUTHORIZATION, A STEAM CLEANER OR SIMILAR CLEANING DEVICE.

T-53 ENGINE FIRST STAGE TURBINE FLANGE ASSEMBLY

ITEM: USE OF A SALVAGE T-53 ENGINE TO REWORK THE FIRST STAGE TURBINE FLANGE ASSEMBLY.

DISCUSSION: THE FIRST STAGE TURBINE FLANGE MUST BE REWORKED PERIODICALLY UTILIZING A FLANGE GRINDING BIT WHICH IS MOUNTED IN THE T-53 ENGINE. ACCOMPLISHMENT OF THIS IN THE PAST REQUIRED THE USE OF A SERVICEABLE ENGINE INSTALLED IN AN IN-SHOP AIRCRAFT. A SALT-WATER DAMAGED T-53 ENGINE WAS OBTAINED AND A

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FLANGE AND FLANGE GRINDER WAS MOUNTED ON THE ASSEMBLY. THE USE OF THIS ASSEMBLY IN THE ENGINE SHOP EXPEDITES WORK ON ASSEMBLIES BROUGHT IN BY CUSTOMERS AND PROVIDES FOR THE RECLAMATION OF FLANGES TURNED IN THROUGH DSU'S.

OBSERVATION: A SALVAGED T-53 ENGINE EQUIPPED WITH A FLANGE AND FLANGE GRINDER INCREASES THE EFFECTIVENESS OF THE FIRST STAGE TURBINE NOZZLE MAINTENANCE KIT, LTCT 2020.

NEW EQUIPMENT

ITEM: INTRODUCTION OF NEW AVIONICS EQUIPMENT

DISCUSSION: THE C-12 AND ASN-43 COMPASS SYSTEMS AND THE AN/ARN-83 ADF HAVE BEEN INTRODUCED IN-COUNTRY BEFORE THE ESTABLISHMENT OF AN IN-COUNTRY REPAIR CAPABILITY. CONSEQUENTLY, THESE ITEMS MUST BE RETURNED TO CONUS FOR REPAIR. A LONG TURN-AROUND TIME AND INADEQUATE FLOAT LEVELS HAVE RESULTED IN A SERIOUS MAINTENANCE SUPPORT DEFICIENCY.

OBSERVATION: THE ARRIVAL OF NEW AVIONICS EQUIPMENT IN-COUNTRY PRIOR TO THE ESTABLISHMENT OF AN ADEQUATE MAINTENANCE CAPABILITY, SERIOUSLY HAMPERS THE EFFECTIVENESS OF EQUIPMENT TO PERFORM THE MISSION FOR WHICH IT WAS DESIGNED, AS A RESULT OF THE EVENTUAL LOW AVAILABILITY OF SERVICEABLE ITEMS.

PART II

RECOMMENDATIONS

IN PART I, OBSERVATIONS (LESSONS LEARNED), ABOVE, SEVERAL ITEMS WERE DEVOTED TO PROBLEM AREAS ENCOUNTERED IN RECOVERY OPERATIONS CONDUCTED IN THIS THEATER OF OPERATIONS. AS WITH SO MANY OF OUR MILITARY DOCTRINES BEING PUT TO THE TEST IN VIETNAM, THE DOCTRINE OF RECOVERY AND EVACUATION OF ARMY AIRCRAFT IS BEING WRITTEN, TESTED AND REVISED DAILY. EACH RECOVERY, THOUGH FOLLOWING CERTAIN GENERAL PRECEPTS, PRESENTS CONSIDERATIONS PECULIAR TO THAT SPECIFIC OPERATION. LOCATION OF THE DOWNED AIRCRAFT, ENEMY ACTIVITY IN THE RECOVERY SITE, THE AVAILABILITY OF SECURITY FORCES, AIR AND GROUND, AND THE CONDITION OF THE DOWNED AIRCRAFT ARE ONLY A FEW OF THE PARAMOUNT CONSIDERATIONS WHICH MAKE UP A WELL EXECUTED MISSION. AN ON-SITE DETERMINATION BY THE RECOVERY OFFICER, IN CONJUNCTION WITH THE CH-47 AIRCRAFT COMMANDER, AS TO THE PROCEDURES AND TECHNIQUES TO BE EMPLOYED IS THE DECIDING FACTOR BETWEEN SUCCESS AND FAILURE. ONCE THE DECISION HAS BEEN MADE AS TO THE METHOD

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OF RIGGING AND EXTRACTION TO BE EMPLOYED, THE TOOLS AND LIFT EQUIPMENT MUST BE IMMEDIATELY AVAILABLE AND BE IN SKILLED HANDS. ANTICIPATION OF EACH AND EVERY CONTINGENCY REQUIRES PRE-PLANNING BASED UPON ESTABLISHED, TRIED METHODS. TECHNICAL MANUAL 55-413, DATED APRIL 1966, APPROACHES RECOVERY AND EVACUATION OF AIRCRAFT FROM THE STANDPOINT OF AIRFIELD TO AIRFIELD FIXED BASE TYPE OPERATIONS. THE TACTICAL RECOVERY IS NOT DISCUSSED IN SUFFICIENT DETAIL AND THE EQUIPMENT ILLUSTRATED IS OF THE SPECIAL TOOL CATEGORY. CONSIDERATION HAS NOT BEEN GIVEN TO RIGGING OF AIRCRAFT WHICH HAVE INCURRED MAJOR COMBAT OR CRASH DAMAGE OR TO THE DISASSEMBLY OF AIRCRAFT IN THE FIELD SITE TO AN EXTENT THAT EVACUATION IS POSSIBLE. I RECOMMEND THAT PRIOR TO THE PUBLICATION OF THE NEXT EDITION OF TM 55-413, RECOVERY AND EVACUATION OF ARMY AIRCRAFT, A STUDY BE MADE, UTILIZING PERSONNEL WHO HAVE PARTICIPATED IN RECOVERY OPERATIONS IN THIS THEATER, BY THE APPROPRIATE ARMY AGENCY AND THE LESSONS LEARNED AND TECHNIQUES DEVELOPED BY THE UNITS OPERATING IN VIETNAM BE INCORPORATED INTO THIS MANUAL.

Garrison J. Boyle
GARRISON J. BOYLE
LIEUTENANT COLONEL, TC
COMMANDING

AVGF-B (14 Feb 67)

1st Ind

SUBJECT: Operational Report for Quarterly Period Ending 31 January 1967

HEADQUARTERS, 34TH GENERAL SUPPORT GROUP (AM&S), APO 96307, 13 March 1967

TO: Commanding General, United States Army, Vietnam, ATTN: AVC-DA
APO 96307

1. Except as noted below this Headquarters concurs with this report.
2. Section I, Para 7: Nonconcur with statement made that there is low availability of repair kits. The status of kits at AMMC reflected a 90% fill in Dec. Demand data, as reviewed for the same month, indicates that only a few kits were actually requisitioned. The current (1 Mar 67) on-hand status still is between 70-80% fill.
3. Section II, Part 1, New Equipment; Item: Introduction of New Avionics Equipment. The discussion and observation are quite valid with minor exceptions.
 - a. AR 700-70 and USAECOM Regulation 700-70 "Concurrent Support for New Equipment," were written to insure timely support for new items of equipment.
 - b. USAECOM Regulation 700-70 states: "It is the policy of USAECOM that no new equipment be issued to the field until all support is also available."
 - c. The spirit and intent of the Regulation have been violated in the past.
 - (1) C-12 Compass Systems: This is a SB 11-497 item, which means it must be returned to a CONUS Depot or contractor for repair. Repairs, therefore are not the real problem so much as the lack of adequate float. A recently received shipment of float items has greatly alleviated this problem. The repair and return program is being expanded to ensure faster turn around time of existing equipment. The C-12 is not expected to be a critical problem which will cause non-mission-readiness.
 - (2) AN/ASN-43; with Indicator, ID-1351: The ASN-43 compass is also a depot or contractor repair item. To date the OH-6 is the only aircraft in-country with this version of the ASN-43. The only item peculiar from other compass systems in RVN is the indicator ID-1351. Requisitions have been placed for this item by AMMC to obtain adequate float.
 - (3) AN/ARN-83 ADF: NETT teams were in-country in 1966 so far in advance of equipment arrival that trained personnel have rotated.

AVHGC-DH (14 Feb 67) 2d Ind
SUBJECT: Operational Report-Lessons Learned for the Period Ending
31 January 1967 (RCS CSFOR-65)

HEADQUARTERS, UNITED STATES ARMY VIETNAM, APO San Francisco 96307 28 MAR 1967

TO: Commander in Chief, United States Army, Pacific, ATTN: GPOR-OT
APO 96558

1. This headquarters has reviewed the Operational Report-Lessons Learned for the period ending 31 January 1967 from Headquarters, 765th Transportation Battalion (AM&S) as indorsed.


2. Pertinent comments are as follows:

a. Reference Section II, Part I, Item: Decontamination Equipment, Page 10: Concur with unit's observation. As all Direct Support and General Support units are involved in preparation of components for retrograde to CONUS, this requirement applies to all such units in-country. This headquarters has advised the units concerned, through the indorsing headquarters, to include this equipment in MTOE submissions.

b. Reference Section II, Part I, Item: Introduction of New Avionics Equipment, Page 11; and Paragraph 3, 1st Indorsement: Corrective action is considered adequate.

c. Reference Section I, Part II, Page 11, concerning recovery operations: The 34th General Support Group is currently preparing an aircraft recovery SOP for rescue operations which will include techniques based on RVN experience, as well as a listing of required slings and other impedimenta peculiar to this type of operation.

FOR THE COMMANDER:


R. J. THORNTON III
1st Lt, AGC
Asst Adjutant General

GPOP-OT (14 Feb 67) 3d Ind
SUBJECT: Operational Report-Lessons Learned for the Period Ending
31 January 1967 (RCS CSFOR-65), HQ 765th Trans Bn (AM&S)

HQ, US ARMY, PACIFIC, APO San Francisco 96558 24 Feb 1967

TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D. C. 20310

This headquarters concurs in the basic report as indorsed.

FOR THE COMMANDER IN CHIEF:



H. SNYDER
CPT, AGC
Asst AG

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